NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

117

United States Department of the Interior
National Park Service

RECEIVED 2280
JAN 23 2007
NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Illinois State Police Office, Pontiac

other names/site number N/A

2. Location

street & number 15551 Old U.S. 66 ☐ N/A not for publication

city or town Pontiac ☐ N/A vicinity

state Illinois code IL county Livingston code 105 zip code 61764

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☐ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set for in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☒ statewide ☐ locally. (See continuation sheet for additional comments.)

William L. Wheeler /SHPO Jan. 18, 2007
Signature of certifying official/Title Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See Continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

☑ entered in the National Register.
☐ See continuation sheet

☐ determined eligible for the National Register.
☐ See continuation sheet

☐ determined not eligible for the National Register

☐ removed from the National Register.

☐ other, (explain:)

Signature of the Keeper: for Edson H. Beall

Date of Action: 3.7.07

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☐ private
- ☐ public-local
- ☒ public-State
- ☐ public-Federal

Category of Property
(Check only one box)

- ☒ building(s)
- ☐ district
- ☐ site
- ☐ structure
- ☐ object

Number of Resources within Property
(Do not include previously listed resources in count)

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
1	0	objects
2	0	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of Contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

GOVERNMENT: Police Station

Current Functions
(Enter categories from instructions)

VACANT/NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions)

MODERN MOVEMENT: Art Moderne

Materials
(Enter categories from instructions)

foundation CONCRETE
walls BRICK
roof OTHER: gravel, tar
other GLASS

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

DESCRIPTION

The Illinois State Police Office is located at 15551 Old U.S. Route 66 two miles southwest of the city of Pontiac (2000 population 11,864). Pontiac is located in the north central section of the state and 100 miles southwest of Chicago. The Illinois State Police Office faces the historic roadbed of U.S. Route 66. Between the building and the active two-lane right-of-way of Old Route 66 is an abandoned two-lane section of U.S. Route 66 which was built in 1944 as a two-lane southbound section of the highway. Interstate 55 is approximately one-half mile to the west, and the tracks of the Illinois Central Gulf Railroad parallel U.S. Route 66 to the east. The terrain in this area is very flat and the surrounding landscape consists of agricultural fields and farmsteads. The nominated property includes the building and an associated flagpole.

The Illinois State Police Office is a one-story building constructed in 1941 with Art Moderne influences (Photo 1). The building has a poured concrete foundation, a flat roof of gravel and tar, and an exterior of tan wire brick. On the west elevation is an interior wall brick chimney with a glazed tile cap. At the northeast corner of the building is a curved wall of original structural glass blocks (Photo 2). The main entrance is located within this curved wall and has a ca. 1998 glass and steel door. Above the curved wall is a shed roof wood canopy with asphalt shingles. In the ceiling of the canopy are both original and replacement light fixtures. The building's main (east) façade has a projecting rectangular bay with an exterior of original glazed tan tile (Photo 3). Windows in this projecting bay are ca. 1998 one-over-one vinyl sash design.

The building contains two main wings; the north wing originally served as an administrative area while the south wing housed a garage. The east elevation of the garage wing has five bays with narrow windows of original structural glass bock. The windows are divided by original glazed tile panels and the windows rest on a continuous glazed tile sill. Above the windows is a band of ca. 1990 metal panels. The south elevation of the garage wing lacks fenestration (Photo 4). The west elevation of the garage wing has four garage bays (Photo 5). The two end bays have original three-light paneled wood overhead track garage doors. The two central doors are ca. 1990 two-light metal and glass overhead track design. The garage bays are divided by brick piers. This elevation has an attached ca. 1980 frame shed for a smoking area. The west elevation has a ca. 1990 pedestrian entrance with a steel and glass door. Flanking this entrance are window bays with original five-light steel awning windows with original glazed tile sills.

The south façade of the administrative wing lacks fenestration (Photo 5). On the west elevation of the administrative wing is a garage bay enclosed ca. 1970 with weatherboard siding. This bay has a ca. 1970 solid wood door and sliding track vinyl windows. This elevation also has an original window bay with ca. 1998 one-over-one vinyl sash windows that rest on original glazed tile sills. The north elevation of the administrative wing has four window bays with ca. 1998 vinyl one-over-one windows that rest on original glazed tile sills. Above the windows is a band of metal panels and at the roofline is a gutter system.

The building retains much of its original interior configuration and detailing including terrazzo floors, plaster walls, radiator wall heaters, and built-in cupboards. At the entrance is a small foyer which retains its original

terrazzo floor. The floor originally contained a state police badge symbol, but this has been removed and replaced with poured concrete. Along the south wall is an original metal bench, above which is a wooden cupboard with sliding glass doors (Photo 7). The opposite wall has an original window opening with sliding glass panels that opens into the operations area. The operations area has original wooden cupboards, and between the operations area and adjoining office is an original two-light glass and wood sliding window.

The terrazzo flooring continues down the hallway, off of which are offices and bathrooms (Photo 8). The bathrooms have new fixtures and new tile floors. The women's room has original tile walls. Offices have added carpet, and original plaster walls, some of which have added wainscoting of wood paneling. Interior doors are original single-light glass and wood designs.

The squad room's original open floor space has been divided into three office cubicles with ca. 1970 wall panels. The room retains its original red tile floor and plaster walls with tile panels. The room has an acoustical tile ceiling. At the south end of the room is an original raised platform and chalkboard. Off of the squad room is a small kitchen and storage area with brick walls. The storage area has original wooden shelves and open cupboards.

The locker room maintains its original configuration along with original red tile flooring, original metal lockers, original terrazzo wall panels, and plaster walls and ceilings. A bathroom off of the locker room has an original terrazzo floor, original sinks, urinal, shower stall, toilet, and terrazzo wall panels (Photo 9). The boiler room contains an original oil burning boiler, which was manufactured by the Weil-McLain Company of Michigan City, Indiana. The garage area retains its original open floor plan, concrete floor and original structural glass block windows (Photo 10).

In front of the building on the east elevation is an original steel flagpole which is included as a contributing object to the property (Photo 6). Approximately fifty feet in front of the building are the abandoned southbound lanes of U.S. Route 66 built in 1944 (Photo 3). These lanes are twenty-four feet in width and contain two, eleven-foot wide lanes. This section of the roadbed was listed on the National Register in 2003 as part of the "Route 66, Cayuga to Chenoa" National Register nomination.

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐ **B** Property is associated with the lives of persons significant in our past.

☐ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity who's components lack individual distinction.

☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance
(Enter categories from instructions)

TRANSPORTATION
GOVERNMENT

Period of Significance
1941-1956

Significant Dates
1941

Criteria Considerations N/A
(Mark "x" in all boxes that apply.)

Property is:

☐ **A** owned by a religious institution or used for religious purposes.

☐ **B** removed from its original location.

☐ **C** moved from its original location.

☐ **D** a cemetery.

☐ **E** a reconstructed building, object, or structure.

☐ **F** a commemorative property

☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Significant Person
(complete if Criterion B is marked)
N/A

Cultural Affiliation
N/A

Architect/Builder
State of Illinois, Department of Public Works and Buildings, Division of Architecture and Engineering

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS): N/A
☐ preliminary determination of individual listing (36 CFR 67) has been requested
☐ previously listed in the National Register
☐ Previously determined eligible by the National Register
☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings Survey # ____________
☐ recorded by Historic American Engineering Record # ____________

Primary location of additional data:
☐ State Historic Preservation Office
☐ Other State Agency
☒ Federal Agency – National Park Service
☐ Local Government
☐ University
☐ Other
Name of repository:

STATEMENT OF SIGNIFICANCE – SUMMARY

The Illinois State Police Office in Livingston County, Illinois, is eligible for the National Register under criterion A for its significance in government and transportation. The police office was built on U.S. Route 66 in 1941 and served as the headquarters for District 6 until 2003. The Pontiac office of the state police was responsible for traffic and safety throughout this section of the state and especially along the heavily traveled corridor of U.S. Highway 66. The building has not been extensively altered and maintains a high degree of integrity of its original Art Moderne design and materials, as well as location and setting. The property possesses statewide significance and its period of significance extends from its construction date of 1941 to 1956, the fifty-year cutoff for significance.

STATE POLICE HISTORY

The early 1910s saw a number of laws enacted to build roads and bridges in Illinois, including the 1911 Motor Vehicle Law and the 1913 Roads and Bridges Act. The Motor Vehicle Law amended in 1919 addressed regulating vehicle traffic, especially truck traffic since overloaded trucks were damaging the state's highways. In 1920, Len Small was elected Governor of Illinois. He ran on a campaign to "take Illinois out of the mud." By 1921, Illinois had over 1100 miles of paved roads and it was becoming clear that some sort of organized highway patrol was needed. On June 24, 1921, the 52nd General Assembly of the State of Illinois authorized the Department of Public Works and Buildings to hire a "sufficient number of State Highway Patrol Officers to enforce the provisions of the Motor Vehicle Law." The Illinois State Police was officially created on April 21,1922, with the appointment of John H. Stack, as superintendent of the Illinois State Police. Stack was a former Kankakee police chief. He was assisted in his initial duties by eight officers. Fred W. Tarrant, Superintendent of Highways, was Stack's immediate supervisor. Patrols were conducted on motorcycles out of five locations. Documentation contains conflicting information about the five original districts. Kankakee, LaSalle, and Peoria, are clearly identified as original patrols in all sources. However, sometimes Princeton, Danville, Charleston, Granite City and Sterling are also mentioned. Kankakee served as the first headquarters for the Illinois State Police. Facilities were located where it was most convenient often in private homes or rented quarters, such Superintendent Stack's private residence in Kankakee. The patrol's early emphasis was on truck regulation and highway protection, speeding was a secondary concern. Uniforms and motor cycles were World War I surplus. By end of 1922, there were 20 officers on patrol. In first year, officers weighed 925 trucks, warned 898 speeders and made 420 arrests for Motor Vehicle Law violations. They covered 109,705 miles of road.[1]

Given the labor unrest at the time, there was concern that the highway police would be used for strike-breaking. The General Assembly, in an effort to address these fears, passed a bill to organize the Illinois Highway Maintenance Police (a separate organization from the State Police). This bill was approved by June

[1] Clark, Harry F. Clark, ed. Illinois State Police, A Division of the Department of Law Enforcement,1922-1972. Springfield: State Police Benevolent Group, Inc, 1972, pp. 19-20.

29, 1923, but the 1921 law creating the State Police remained on the books. In fact, the Director of Public Works kept the force as a single unit despite the two separate laws. The 1923 laws established a force of 100 with salaries of $150.00 a month. Appointments were outside of the civil service system with a preference given to veterans. The state was also to be divided in districts. Superintendent Stack set up twelve districts with Collinsville and Effingham serving as the southernmost outposts. By the end of 1924, there were 82 officers on staff. In 1925, Stack appointed a sergeant to head each district and had an overall budget of $227,000. In 1927, the budget was $348,000 with one chief, twelve sergeants, 140 officers, and six mechanics. That same year 4,164 arrests were made and 65,000 warnings issued. In 1929, Louis L. Emmerson became governor. Little change occurred in the overall program of the State Police, but the number of officers continued to increase with some replacement of officers due to political change. In October, Walter L. Moody replaced Stack as superintendent. There were 13 districts now including Harrisburg, the State Police headquarters had moved from Kankakee to the Payne Building on Monroe Street in Springfield and the annual budget was $467,000.[2]

In 1930, a meeting with police chiefs and civic leaders in Chicago about increasing crime and possible legislation was arranged. Three objectives were proposed at this meeting—introduction of a bill for an Illinois Bureau of Identification, introduction of a bill to outlaw the sale and use of machine guns, and introduction of a bill to outlaw use of shortwave radios in automobiles by anyone other than peace officers. Only the Bureau of Identification bill was passed in 1931. This bill allowed the State Police to provide criminal identification and investigation services. That same year a bill was passed authorizing the State Police to operate a radio system. This system was not in place until the mid 1930s. In 1932, the State Police moved into new Centennial Building annex, but district commands still resided in rented buildings or sergeants' homes. Henry Horner became governor in 1933. Under his administration, the Illinois Crime Conference began annual sessions to discuss statewide enforcement problems and possible legislation. L. M. Taylor became Superintendent that year, followed by Walter Williams in 1935. Williams made minor modifications in the district organization, assigning responsibilities along existing hard roads rather than by county. The staff of the State Police had grown to 350. Governor Horner requested that Williams "make the state police a first class semi-military organization." Captain Howard Bentley, a National Guard Officer, began traveling to the districts. Officers practiced close-order drill, mounted-drill on motorcycles and marksmanship. Officers came to Camp Lincoln in Springfield for 3-day training sessions; as a result the first State Police pistol team was created in 1935. Reorganization created new field ranks of captains and lieutenants. The districts were run by lieutenants with sergeants as assistants. Captains were used at Springfield and operational areas. Aid and services to motorists increased. Officers were trained in first aid and highway safety as a result of increased car registrations, and brake testing was implemented. The first state-owed facilities for the districts were built in 1936 at Sterling, Chicago, Joliet, Effingham and DuQuoin. In 1937, headquarters in Springfield moved once again, this time to the Armory Building. Additional new facilities were built in the districts at Harvey, Springfield and the East St. Louis area in 1938. In 1938, a new

[2] Clark, Harry F. Clark, ed. Illinois State Police, A Division of the Department of Law Enforcement,1922-1972. Springfield: State Police Benevolent Group, Inc, 1972, pp. 20-23.

law was enacted for driver's license examinations overseen by the State Police. The Secretary of State's Office would eventually assume this responsibility.[3]

By 1940, 14,000 miles of state roads existed in Illinois. Governor Horner died in October 1940 and Lt. Governor Stelle served Horner's unexpired term, until Dwight H. Green won the election. During the transition from Stelle to Green, Stelle appointed Jesse H. Grissom to replace Williams as superintendent, but Grissom died after a month. Governor Green appointed T. P. Sullivan as superintendent in 1941. Sullivan was a policeman prior to heading the State Bureau of Identification. Sullivan was quickly following by Leo M. Carr that same year. Carr served until 1942 and was replaced by Harry Yde. The beginning of World War II saw a reduction in the ranks of the State Police as officers enlisted. In 1942, district boundaries were reorganized back along county lines and a new district headquarters was built in Pontiac. In 1943, there were 350 officers in 1945 the number of officers was raised to 500 to accommodate returning war veterans. That same year Harry I. Curtis was appointed superintendent. By 1948, a new headquarters was built in Springfield near Lake Springfield. In 1949 under Governor Adlai Stevenson, the Merit Bill was passed which created the State Police Merit Board. This board certified initial appointments and promotions, thus eliminating make of the political appointing process that had governed hiring State Police officers.[4]

In 1950, Thomas J. O'Donnell became superintendent. That same year, the State Police were called upon to conduct special investigations of gambling and the increasing number of stolen cars resulted in the formation of a new section. In order to more fully police the highway system, the state began using pilots to coordinate with squad cars for speed and traffic control. By 1959, the State Police purchased three airplanes. William G. Stratton was elected Governor in 1953 and Phil M. Brown was appointed as superintendent. In July of that year, Stratton signed a bill creating the Illinois State Toll Highway Commission. The Commission was authorized to build, maintain and regulate a system of toll highways through seven northern Illinois counties. In 1956, Major William H. Morris became superintendent and placed greater responsibility at the district level, upgrading district commanders to captains. This year also saw an increase in size and budget of the State Police to help in reduce rising death toll from highway accidents--1100 men were authorized and 100 on contract for the Illinois Toll Highway Authority.[5]

The early 1960s show a new building program began with facilities in Pecatonica, Albion, Elgin, Des Plaines, Peoria, Metamora, Pesotum, and Maryville (East St. Louis). In 1970, Illinois State Police transferred

---

[3] Clark, Harry F. Clark, ed. Illinois State Police, A Division of the Department of Law Enforcement,1922-1972. Springfield: State Police Benevolent Group, Inc, 1972, pp. 23-29.

[4] Clark, Harry F. Clark, ed. Illinois State Police, A Division of the Department of Law Enforcement,1922-1972. Springfield: State Police Benevolent Group, Inc, 1972, pp. 29-36.

[5] Clark, Harry F. Clark, ed. Illinois State Police, A Division of the Department of Law Enforcement,1922-1972. Springfield: State Police Benevolent Group, Inc, 1972, pp. 36-38.

to the new Department of Law Enforcement. By 1972, there were 1709 sworn officers and 602 additional staff..[6] Over the years, the Illinois State Police has continually changed in size and organizational structure and now has numerous specialized divisions including the Division of Operations which incorporates the functions of highway safety and criminal investigation and nine forensic science laboratories statewide that provide an array of specialty crime scene services. From the original five districts and a handful of personnel, the State Police has grown to a staff of over 3000 and has 21 districts, including Chicago and District 15, which patrols only tollways.[7]

DISTRICT 6 HISTORY

District 6, originally District 9, was one of the initial five patrol areas established in 1922. It was the Kankakee-Champaign area covering Cook, Will, Kankakee, Iroquois and Vermilion counties. The District headquarters was originally in Kankakee, which was also the statewide police headquarters, until 1930. This district contained one of the first hard roads in Illinois, the Dixie Highway, which ran from Chicago to Clark County.[8]

In 1935, District 9 was designated District 6 with patrols in Kankakee, Iroquois, Ford, Livingston and McLean. The headquarters was moved to Pontiac in a rented building along old Route 66. Like the Dixie Highway, Route 66, originally State Bond Issue 4, was an early paved road in Illinois and quickly became the predominant route between Chicago and St. Louis. By the 1940s, the corridor carried more traffic than any other long-distance highway in the state.[9] As one of the most traveled roads in the nation, U.S. Route 66 had more than its share of traffic problems and accidents. The number of cars that traveled the road rose dramatically through the 1930s and 1940s as automobile ownership increased. As technology advanced, so did the speed and size of vehicles. As traffic mounted and speeds increased, the number of accidents on highways also rose. Some began to refer to Route 66 as "Bloody 66."[10]

District 6 is also the location of two state prisons—Pontiac Correctional Center and Dwight Correctional Center. Pontiac Correctional Center is the eighth oldest correctional facility in the U.S. It open in 1871 as

---

[6] Clark, Harry F. Clark, ed. Illinois State Police, A Division of the Department of Law Enforcement,1922-1972. Springfield: State Police Benevolent Group, Inc, 1972, pp. 38-39.

[7] Illinois State Police Website, www.isp.state.il.us/aboutisp/history.cfm.

[8] Clark, Harry F. Clark, ed. Illinois State Police, A Division of the Department of Law Enforcement,1922-1972. Springfield: State Police Benevolent Group, Inc, 1972, pp. 158-159.

[9] Michael Cassity, "Route 66 Corridor National Historic Context Study." (Route 66 Corridor Preservation Program, National Trails System Office – Intermountain Region, National Park Service, Santa Fe, New Mexico, December 15, 2004), 63-64.

[10] Cassity, "Route 66 Corridor National Historic Context Study," 236-238.

the Boy's Reformatory, but was renamed the Illinois State Penitentiary - Pontiac Branch in 1933. It became the Pontiac Correctional Facility in 1973. The Dwight Correctional Center, originally the Oakdale Reformatory for Women, opened in 1930.[11] Over the years the State Police have provided assistance during prison breaks in addition to their normal duties of patrolling highways, investigating criminal activities, and providing general assistance to local residents.

As traffic increased on U.S. Route 66 in the early 1940s, the road through this section of the state was widened into four-lanes. This new alignment resulted in the construction of two additional southbound lanes directly in front of the building in 1944. In the late 1970s, Interstate 55 was constructed approximately one-half mile west of U.S. Route 66. As a result, traffic on the historic road lessened, but it still remained a highly used thoroughfare for local traffic. The Illinois State Police continued to maintain its District 6 police office at this location until a new building was constructed near downtown Pontiac in 2003. The older building is at present vacant.

DISTRICT 6 HEADQUARTERS

In 1941, the State Police constructed an Art Moderne building south of Pontiac along Route 66, as the new district headquarters. This facility was one of the first district headquarters of this era to be built and its Art Moderne design reflected contemporary styles which echoed the sleek, streamlined look of the latest automobiles. Smooth surfaces and curved corners of structural glass blocks projected the feeling of fluid airstreams.[12] The interior contained a large squad room where officers reviewed plans and received instructions. The building also had several offices, a public lobby, and a large garage bay for the squadron's fleet of patrol cars and motorcycles. The Illinois State Police used this Art Moderne design for its headquarters buildings in Pontiac and Rock Island. The Rock Island headquarters building is no longer owned by the state of Illinois and has been remodeled in recent years. The Pontiac headquarters building retains much of its original design although there has been some loss of its original windows and doors. Much of the original interior of the building remains intact, including terrazzo floors, wall and ceiling surfaces, and interior doors and windows.

Some of the headquarters from the late 1940s, the 1950s and 1960s are still used by the State Police, such as Springfield, Macomb, Metamora and Pesotum. The facility between Lockport and Joliet is still used, but has

---

[11] Illinois Department of Corrections Website, www.idoc.state.il.us.

[12] Virginia and Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopff, 1996), 465-466.

been added onto over the years. Many facilities have been sold and are currently used for other purposes. It is possible that a couple of other historic State Police headquarters facilities, some from the 1930s and post World War II eras, may also be eligible for listing in the National Register. However, the integrity of these facilities has not been fully assessed. The Illinois State Police Office in Pontiac has excellent integrity. Within the overall context of State Police facilities, this early 1940s headquarters will make an excellent addition to the National Register of Historic Places.

BIBLIOGRAPHY

Cassity, Michael. "Route 66 Corridor National Historic Context Study." Route 66 Corridor Preservation Program, National Trails System Office – Intermountain Region, National Park Service, Santa Fe, New Mexico, December 15, 2004.

Clark, Harry F, ed. *Illinois State Police, A Division of the Department of Law Enforcement,1922-1972.* Springfield: State Police Benevolent Group, Inc, 1972.

Illinois Department of Corrections Website, www.idoc.state.il.us.

Illinois State Police, 75 Years of Integrity, Service, Pride. Springfield: Illinois State Police, 1997.

Illinois State Police Website, www.isp.state.il.us/aboutisp/history.cfm.

McAlester, Virginia and Lee. *A Field Guide to American Houses.* New York: Alfred A. Knopf, 1996.

Illinois State Police Office, Pontiac
Name of Property

Livingston County, Illinois
County and State

10. Geographical Data

Acreage of Property 2.56 acres

UTM References
(place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing
1	16	360445	4523545
2			
3			
4			

☐ See continuation sheet

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Philip Thomason/Teresa Douglass
organization Thomason and Associates date March 21, 2006
street & number 1907 21st Ave. S. telephone 615-385-4960
city or town Nashville state TN zip code 37212

Additional Documentation

submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 0r 15 minute series) indicating the property's location

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items
(Check with the SHPO) or FPO for any additional items

Property Owner

(Complete this item at the request of SHPO or FPO.)

Name Illinois State Police
street & number 125 E. Monroe St., P.O. Box 19461 telephone 217-782-6637
city or town Springfield state IL zip code 62794-9461

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listing. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20303.

VERBAL BOUNDARY DESCRIPTION

The boundary for the Illinois State Police Office includes all of parcel number 010 on block 300 of Livingston County tax map 15E. This parcel includes 2.56 acres and is triangular in form along Old Route 66. This property is part of Section 33, Range 5E, and Township 28N.

VERBAL BOUNDARY JUSTIFICATION

The boundary includes all the acreage historically associated with the nominated property. Within the parcel is the building and an associated flagpole.

PHOTOGRAPHS

Photo by: Thomason and Associates
Photographs by: Thomason & Associates
Date: December 15, 2005
Location of Negatives: National Park Service, Santa Fe, New Mexico

Photo 1 of 10:	North and east elevations, view to the southwest.
Photo 2 of 10:	Main entrance at the northeast corner of the building, view to the southwest.
Photo 3 of 10:	East elevation and abandoned southbound lanes of Route 66, view to the west.
Photo 4 of 10:	East and south elevations of the garage wing, view to the northwest.
Photo 5 of 10:	South and west elevations of the garage wing, view to the northeast.
Photo 6 of 10:	Flagpole on the east elevation, view to the southwest.
Photo 7 of 10:	Original bench and terrazzo floor in the lobby.
Photo 8 of 10:	Original tile floors and walls in the administrative wing.
Photo 9 of 10:	Bathroom and locker area.
Photo 10 of 10:	Interior of the garage wing.

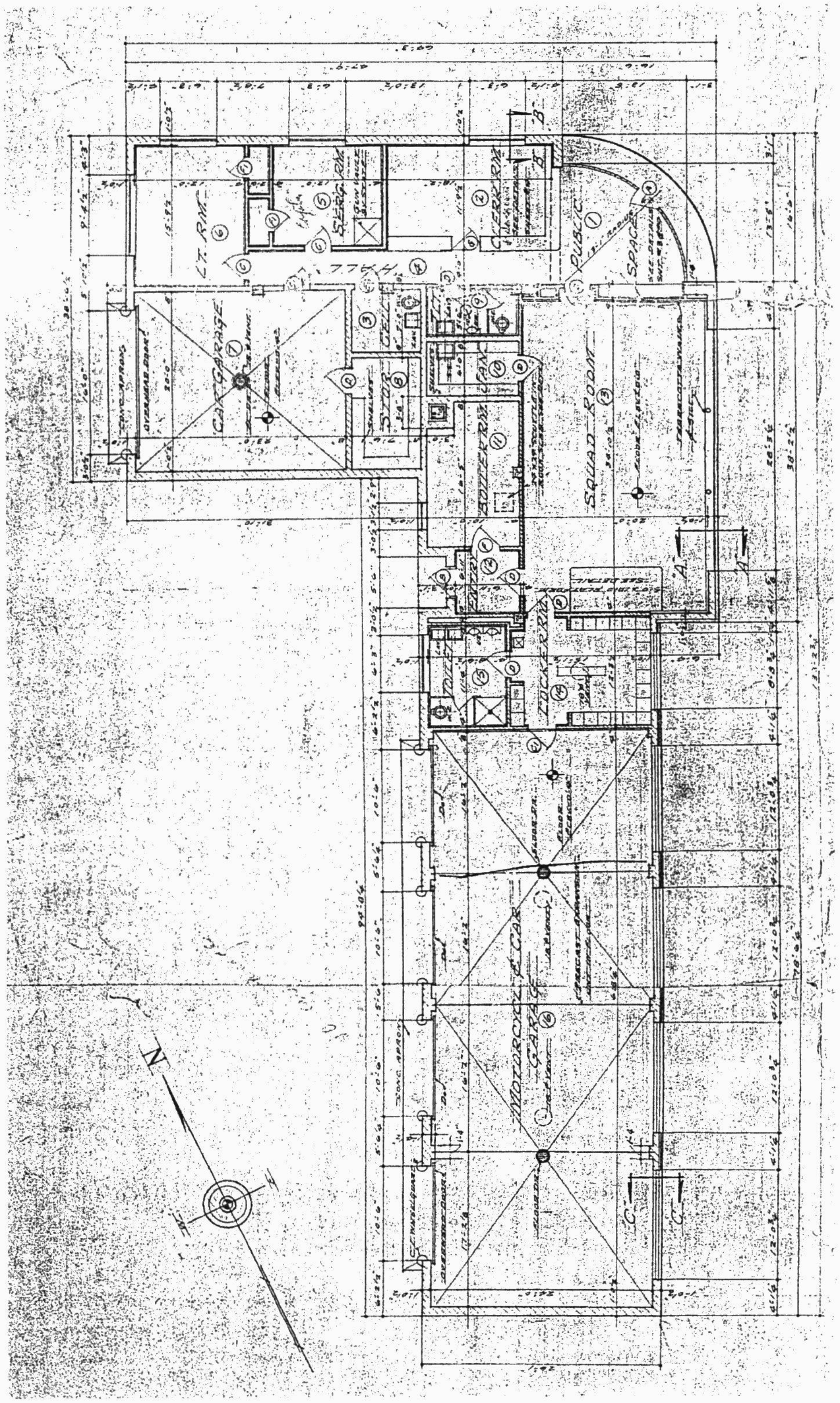


Figure 1:
Floor plan from original drawings of Illinois State Patrol Office, Pontiac.

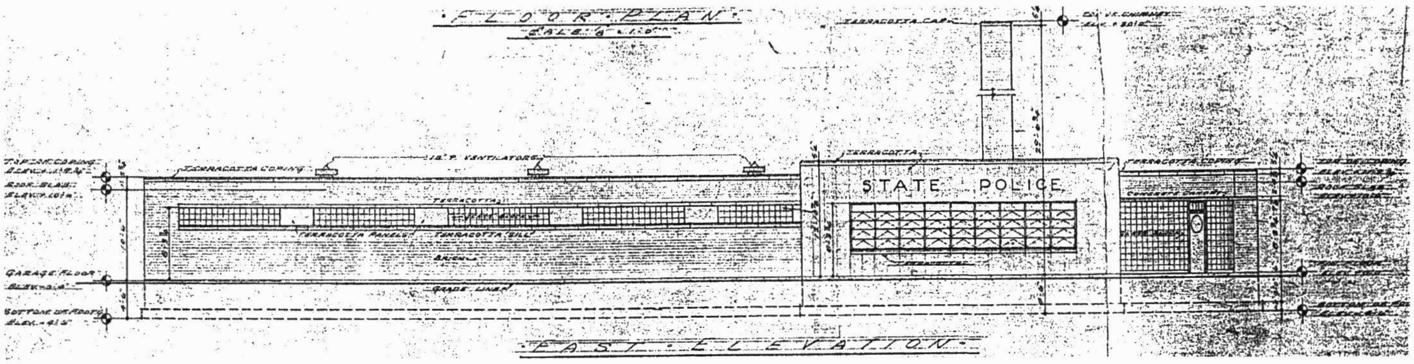


Figure 2: Main, (east) elevation of the building from the original plans.

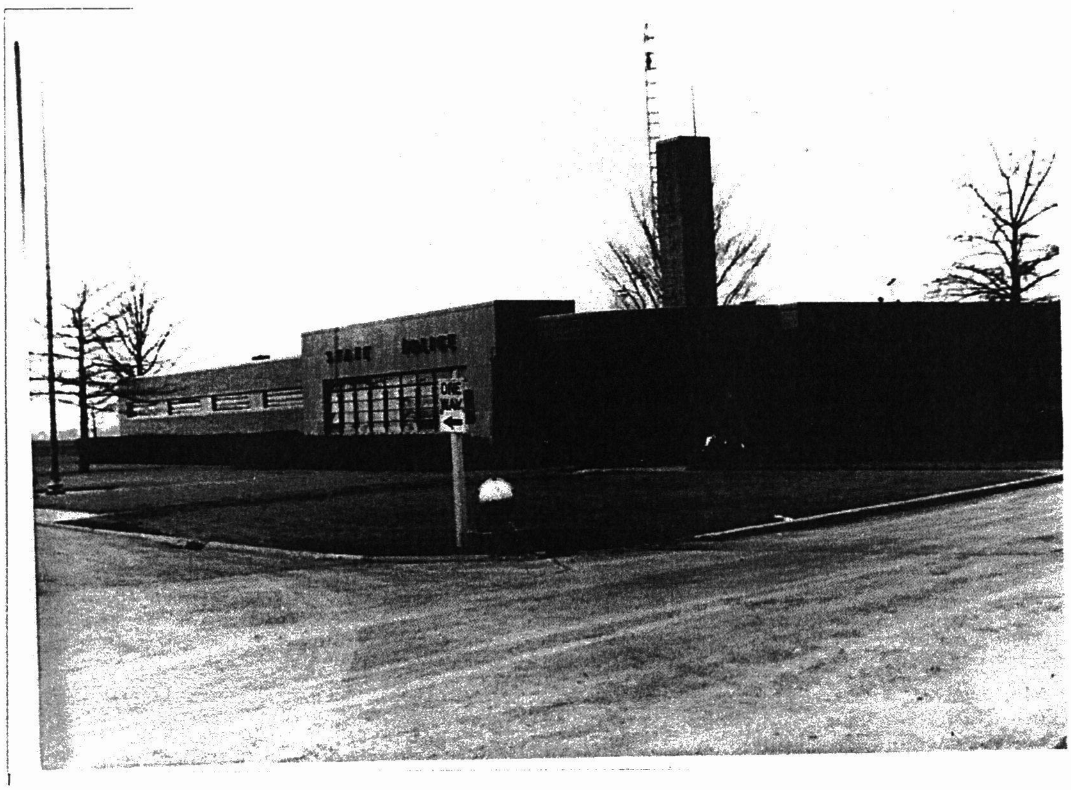


Figure 3: Illinois State Police Office, ca. 1950 (Photo courtesy of the Illinois State Police Office, Pontiac, Illinois).

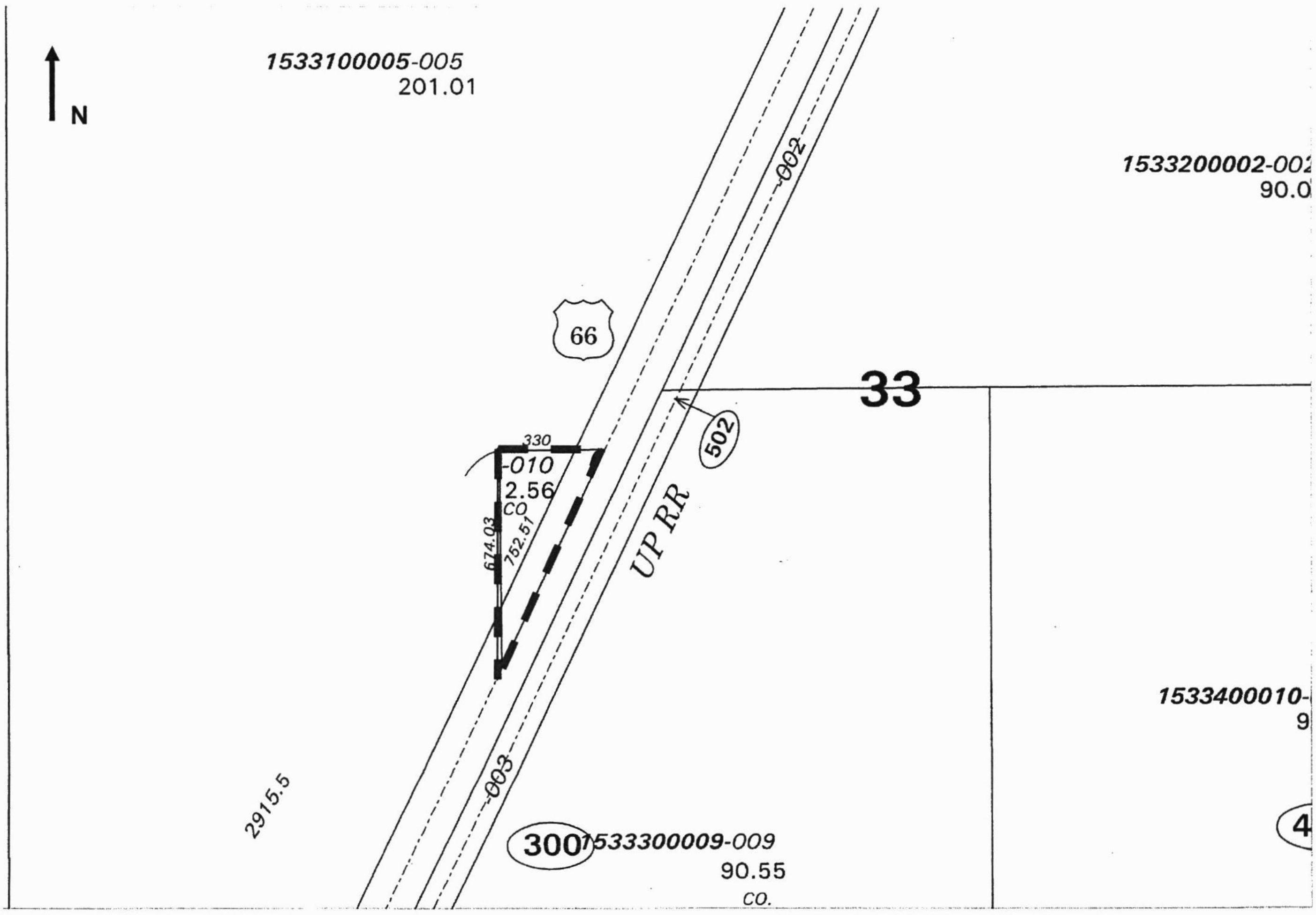


Figure 4: Parcel map for the Illinois State Police Office, Pontiac, Illinois. The parcel is 010 on Livingston County tax map 15E (not to scale).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

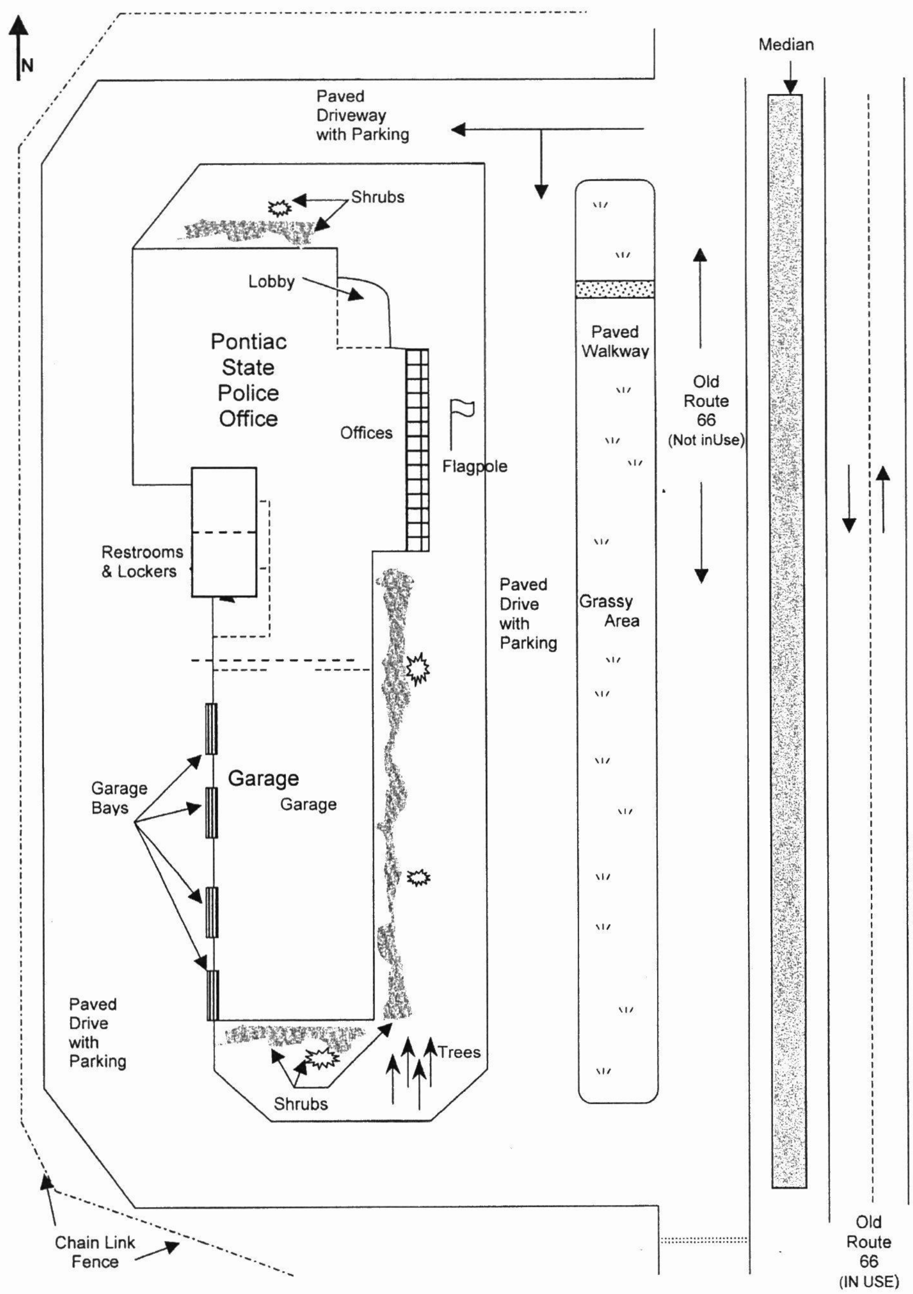


Figure 5:Site Plan for the Illinois State Police Office, Pontiac.

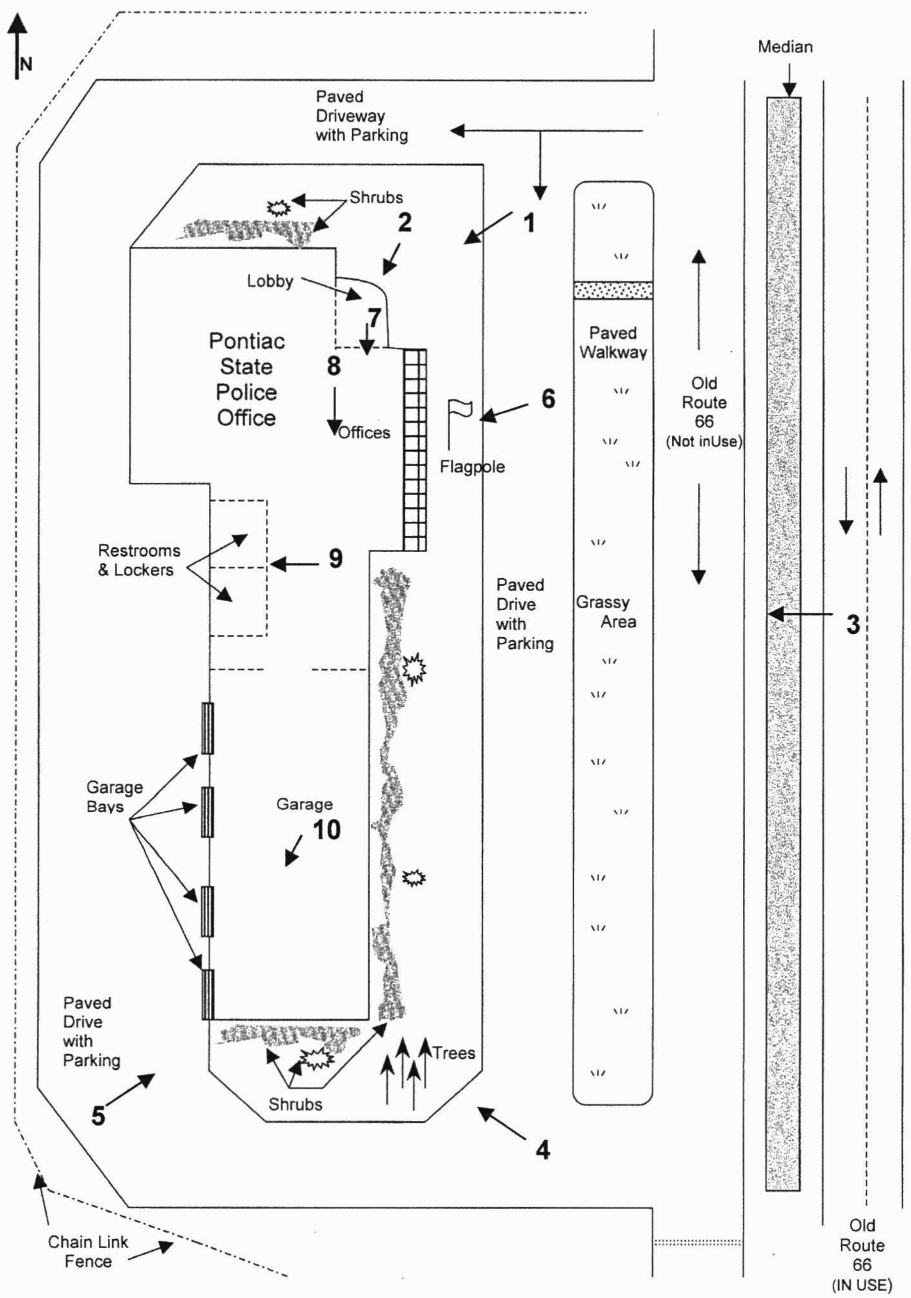


Figure 6:Site Plan for the Illinois State Police Office, Pontiac with Photo Key.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Illinois State Police Office, Pontiac

MULTIPLE NAME:

STATE & COUNTY: ILLINOIS, Livingston

DATE RECEIVED: 1/23/07 DATE OF PENDING LIST: 2/13/07
DATE OF 16TH DAY: 2/28/07 DATE OF 45TH DAY: 3/08/07
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 07000117

REASONS FOR REVIEW:

APPEAL:	N	DATA PROBLEM:	N	LANDSCAPE:	N	LESS THAN 50 YEARS:	N
OTHER:	N	PDIL:	N	PERIOD:	N	PROGRAM UNAPPROVED:	N
REQUEST:	N	SAMPLE:	N	SLR DRAFT:	N	NATIONAL:	N

COMMENT WAIVER: N

✓ ACCEPT ___RETURN ___REJECT 3.7.07 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the National Register

RECOM./CRITERIA____________

REVIEWER____________ DISCIPLINE____________

TELEPHONE____________ DATE____________

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.


15551
US HWY 66
OFFICE HOURS
MONDAY THRU FRIDAY
8AM TO 5PM
AFTER HOURS PLEASE
USE TELEPHONE TO
CONTACT STATE POLICE

Illinois State Police Office

Pontiac, Livingston County, IL

15551 Old US 66

Photo 2 of 10



Illinois State Police Office

15551 Old US 66

Pontiac, Livingston County, IL

Photo 4 of 10



Illinois State Police Office

15551 Old US 66

Pontiac, Livingston County, IL

Photo 5 of 10



Illinois State Police Office

15551 Old US 66

Pontiac, Livingston County, IL

Photo 6 of 10



Illinois State Police Office

15551 Old US 66

Pontiac, Livingston County, IL

Photo 8 of 10



Illinois State Police Office

15551 Old US 66

Pontiac, Livingston County, IL

Photo 9 of 10

Missing Core Documentation

Property Name	County, State	Reference Number
Illinois State Police Office, Pontiac	Livingston County, Illinois	07000117

The following Core Documentation is missing from this entry:

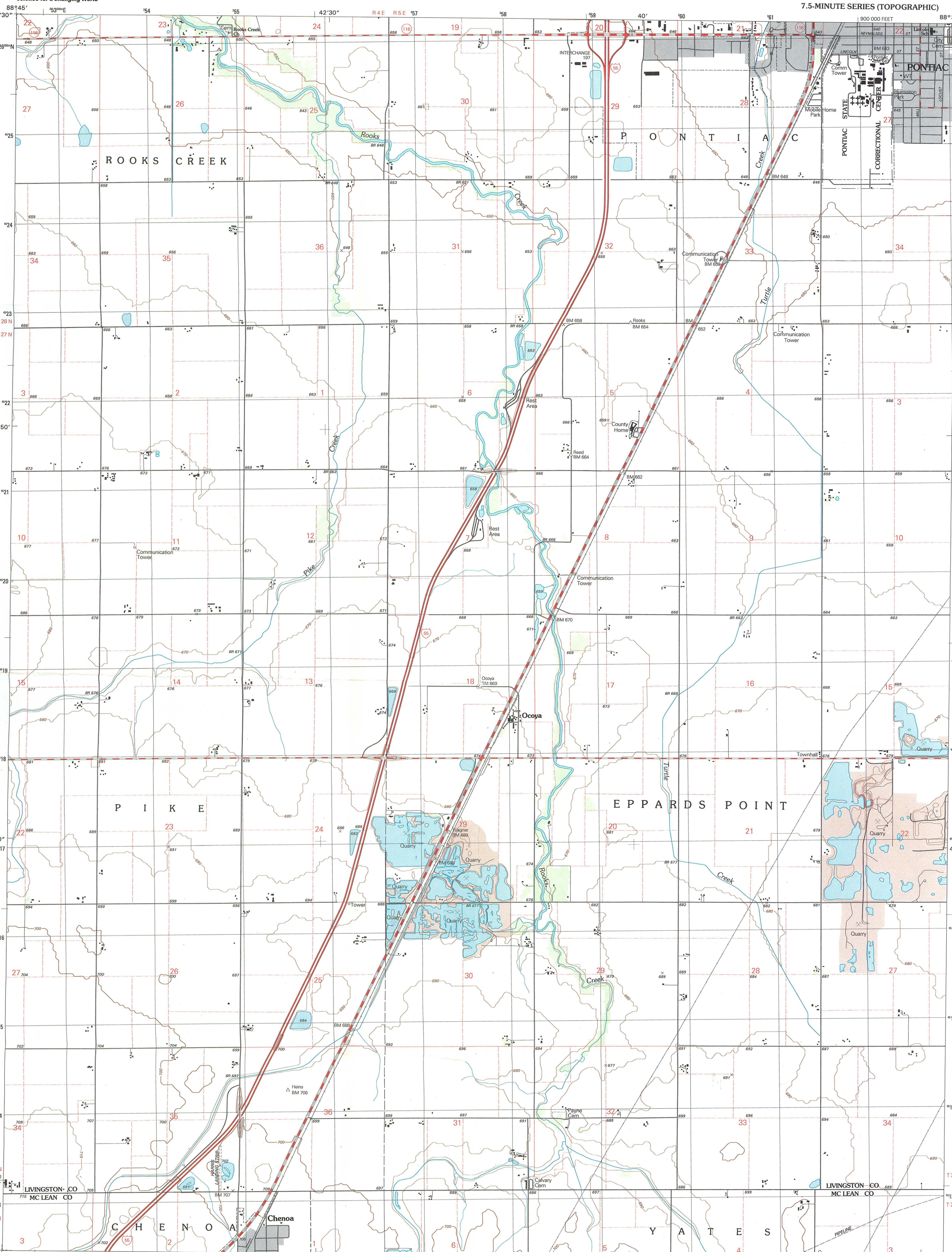
___ Nomination Form

X__ Photographs (missing #1, 3, 7, and 10)

___ USGS Map

U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

SOUTHWEST PONTIAC QUADRANGLE
ILLINOIS
7.5-MINUTE SERIES (TOPOGRAPHIC)



Pontiac State Police Office 16/360445/4523545

Produced by the United States Geological Survey

Contours.....National Elevation Dataset, 1977
Roads.....Illinois Department of Transportation, 2001
Other Planimetry.....1998
Public Land Survey System and Survey Control.....1980
Boundaries.....2002
Woodland.....LANDSAT 7, 2001
Houses of Worship, Schools, and Other Labeled Buildings.....1980

North American Datum of 1983 (NAD 83). Projection and 1 000-meter grid: Universal Transverse Mercator, zone 16T
10 000-foot ticks: Illinois Coordinate System of 1983 (east zone)

North American Datum of 1927 (NAD 27) is shown by dashed corner ticks. The values of the shift between NAD 83 and NAD 27 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software

MN GN
2° 36 MILS
1° 06′ 20 MILS

UTM GRID AND 2003 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

U.S. National Grid
100,000-m Square ID
CL
Grid Zone Designator 16T

SCALE 1:24 000

KILOMETERS / METERS / MILES / FEET

CONTOUR INTERVAL 10 FEET
NORTH AMERICAN VERTICAL DATUM OF 1988
TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048

RAND MCNALLY-CLEARTYPE-USGS-CITY MAPS-MARKETING STUDIES-REAL ESTATE BROKERAGE & MANAGEMENT
MAP SALES AND SERVICES
1100 Lebanon Rd.
615-242-3388
Nashville, TN 37210

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225
AND ILLINOIS GEOLOGICAL SURVEY, CHAMPAIGN, ILLINOIS 61820
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ILLINOIS
QUADRANGLE LOCATION

1	2	3
4		5
6	7	8

1 Flanagan North
2 Northwest Pontiac
3 Northeast Pontiac
4 Flanagan South
5 Southeast Pontiac
6 Lexington
7 Chenoa
8 Fairbury

ADJOINING 7.5′ QUADRANGLES

INTERIOR - GEOLOGICAL SURVEY, RESTON, VIRGINIA - 2003

ROAD CLASSIFICATION

Primary highway hard surface ....
Secondary highway hard surface ....
Light-duty road, hard or improved surface ......
Unimproved road ......
Interstate Route — U.S. Route — State Route

SOUTHWEST PONTIAC, IL
1998
NIMA 3265 I SW-SERIES V863

ISBN 0-607-99565-3